

# WORK FOR HAYWOOD

Chamber of Commerce  
At Washington.

HE WILL REPRESENT IT

Planters' Association Commissioner  
To Assist Local Merchants  
Also.

William Haywood, special representative of the Hawaiian Sugar Planters' Association at Washington, has also been selected for similar service by the Honolulu Chamber of Commerce. The latter organization will share the expense of retaining Mr. Haywood at Washington.

The matter was brought up by Mr. Schaefer yesterday at a meeting of the Chamber of Commerce, who mentioned the appointment of Mr. Haywood by the Planters' Association, suggesting it might be well for the chamber to have him look after its affairs at Washington. Upon motion of J. B. Atherton, seconded by W. M. Giffard, Mr. Haywood was unanimously appointed as the Chamber of Commerce's representative.

His work will be to watch whatever business the chamber may be interested in at Washington, or any matter in which the business community's welfare is concerned. Shipping matters will also come in for a share of his attention.

The chamber met in the forenoon to discuss several matters of importance. The meeting was called by Secretary James G. Spencer. Bad telephone service compelled the meeting to be opened almost an hour after it was scheduled to commence work.

The secretary had to abandon the use of the telephone in reminding the Chamber of Commerce members of the meeting, and went from office to office to inform them.

W. F. Allen, president, called the meeting to order. There were present F. A. Schaefer, T. Rain Walker, J. B. Atherton, R. F. Lange, H. A. Isenberg, H. E. Wally, Robert Lewers, W. M. Giffard and C. M. Cooke.

The name of D. R. Isenberg was presented for membership. Secretary Spencer then read the following acknowledgment of the gift of the Chamber of Commerce to the Galveston flood sufferers, which has already appeared in the Advertiser:

"Executive Office, State of Texas, Austin, October 13, 1900.

"Gentlemen—I am directed by the Governor to acknowledge the receipt of your telegram, advising him of the transmission to him of three thousand three hundred dollars, being a contribution of the merchants of Honolulu for the relief of the storm sufferers on the Texas coast, and to express his sincere thanks for this generous donation, and to assure you that the beneficiaries of the same will ever gratefully remember this liberal action on their part. Yours very truly,

"N. A. CRAVENS,  
Private Secretary.

"To Messrs. Jos. B. Atherton, Paul Isenberg and Robert Lewers, committee, etc."

Correspondence between High Sheriff Brown and Superintendent of Public Works McCandless was reported on the congestion of traffic on certain streets leading to the waterfront. Correspondence between the chamber and various railway systems, acknowledgments from the latter to thanks sent by the Chamber of Commerce for courtesies extended Hawaii at the Omaha Exposition were also read. A balance of \$75 left over from the subscriptions to the Omaha Exposition fund was reported and ordered turned into the general treasury fund.

## WHY THE CABLE IS NOT BEGUN

Mystery Surrounding Dealings  
In Connection With it  
Deepens.

The mystery which is permitted to surround all the dealings in connection with the proposed Pacific Cable service seems to be deepening, notwithstanding all the attempts to unravel it. The last reports of the Board, which were to be kept a secret, has in part leaked out, says the Melbourne Age, and the most important point is the conclusion arrived at the effect that unless the "joint purse" system was adopted so as to include the Eastern Extension Company's business the cable would be a financial failure. This, taken in connection with the statement made in writing by Lord Selborne on the subject on behalf of Mr. Chamberlain, in July, 1899, is of importance.

In clause 26 of the despatch referred to, indicating the intention of the British Government in connection with the proposed Pacific cable, the following occurs: "There is no intention of working the cable on other than commercial line and at remunerative rates."

To ensure the latter, it is now known the "joint purse" is a necessity, and hence, unless the Eastern Extension Company will join, the prospects of obtaining an early completion of the Pacific cable and a consequent reduction of rates can only be regarded as remote. As a fact, it is well known that the Eastern Extension has finally decided to have nothing to do with the "joint purse" proposal, though, doubtless, private negotiations are still being attempted to bring this about.

# DAY OF THE WINDJAMMER NOT SHORTENED BY STEAM

America Astonishes the World With New Fashions In  
The Biggest Sailing Vessels Ever  
Set Afloat.

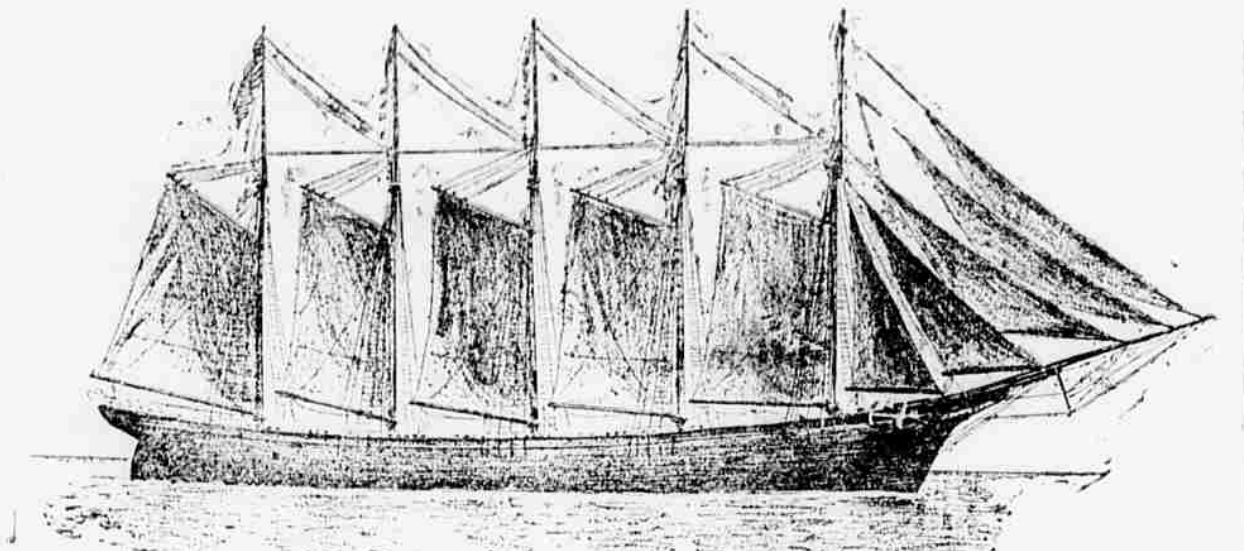
Having the conclusion on the development of the past few years there is nothing extravagant in the prediction that American sailing vessels will ere long have fully regained their supremacy among the world's wind-propelled craft, says the Scientific American. Statistics show, to be sure, that the decrease of American sail tonnage has been, during the past few years, proportionately as great as that of other maritime nations, but this is due almost solely to the passing from existence of old wooden hulks, which are now arriving at the termination of their period of usefulness in great numbers. The other side of the picture is vastly different. The problems presented by high-priced fuel and other conditions have proved that there is yet a field of work for the sailing vessel, and five and six-masted wooden schooners and steel sailing vessels are being constructed to meet the new requirements, and doubtless to prove, in their way,

ters on this side of the Atlantic. During the fiscal year which ended June 30, 1899, Bath built more merchant tonnage than any other customs district in the United States, and moreover she built more tonnage of this character than was turned out in any entire State of the Union, save Maine. Only three districts in the United States turned out more than 20,000 tons. The showing is as follows: Bath, 43 vessels, aggregating 46,625 tons; Philadelphia, 37 vessels, aggregating 37,625 tons; Cuyahoga (Cleveland, O.), 13 vessels, aggregating 34,467 tons. Bath is also, in proportion to population, the leading ship-owning city of America, there being 12 tons of shipping per person owned in that city.

ARTHUR SEWALL AND COMPANY.  
The steel sailing ships have all been built by the firm of Arthur Sewall & Company, of Bath. The Sewall yard was first established in the first quar-

ter, and she has a neat well plan, and each of her four masts is 100 feet or over above the main deck. The lower masts and topmasts are of steel in one length. Some of the spars are also of steel, including the three lower yards on each mast. The vessel cost over \$150,000 and is sailed by a captain, four mates, engineer, sail maker, cook, steward, twenty seamen and eight boys—thirty-seven men in all.

The Edward Sewall, the fourth and last of the steel ships to be turned out up to date by the Sewalls, is only slightly larger than the ship Arthur Sewall, just described, but is thus entitled to rank as the largest steel sailing vessel ever built in America. She also is shipshape rigged and is 355 feet in length, 45 feet beam, 25 feet depth and 23 feet draught. She is a two-decked vessel with poop and forecastle and two deck houses for the crew and donkey boiler. Her lower mast and topmasts are of steel, each in one piece, and measure 110 feet above deck. The vessel carries a total of thirty-four sails and cost over \$150,000.



FIVE-MASTED SCHOONER HELEN MARTIN. LENGTH, 251 FEET 6 INCHES; BEAM 44 FEET 8 INCHES; DEPTH, 20 FEET 9 INCHES; TONNAGE, 2,265.

quite as successful and profitable as their predecessors.

These new vessels are considerably larger than the clipper ships with which American shipbuilders started the shipping world about the middle of the century. In fact, most of the steel sailing vessels now being turned out at Bath, Me.—long famous as the home of the clipper ship—are in excess of 350 feet in length, whereas the "Great Republic," the largest of the old clipper ships, was but 325 feet long and carried but 4,000 tons as against 5,000 tons, which is the average capacity of the new vessels. The sailing vessels of recent construction, both wood and steel, have made some wonderful speed records and have easily discounted the performance of that one-time pride of the shipbuilders, the "Red Jacket," which sailed from New York to Melbourne, 12,720 miles, in 69½ days, or the "Sovereign of the Seas," which covered 5,331 miles in 22 days.

### FIRST AMERICAN IRON SHIP.

It must not be supposed that the sailing vessel of steel construction, or rather metal construction, is an absolute innovation. Early in 1852 there was launched at the shipyard of John Roach, at Chester, Pa., the "Tillamook," a full rigged iron ship, the first metal sailing ship built in the United States and one of the first turned out anywhere in the world. The "Starbuck" was also the first sailing vessel in the world to carry metal masts. She was 273 feet in length, 42 feet beam, and 26 feet of hold. She was of somewhat over 2,000 tons burden and cost \$150,000. The seaworthiness of the iron sailing ship was early proved by the behavior of the "Starbuck" in a terrific gale around the Falkland Islands, when her iron masts neither broke nor stranded, and the general efficiency of this class of craft is attested by the fact that the vessel in question is to-day trading around the world.

As to whether the lately renewed activity in the construction of sailing vessels is to be permanent or temporary there is a wide divergence of opinion, even among men in the shipping world, and consequently it is equally uncertain whether the steady decrease in the sail tonnage owned in the United States can be stemmed.

### SHIP BUILDING IN MAINE.

The full meaning of the discovery of new usefulness for sailing vessels is in no wise better attested than by a glance at the condition of the shipbuilding industry on the coast of Maine—long the center of this branch of the industry. Shipyards which had been closed for years have been re-opened during the past twenty-four months and other plants have been improved in equipment and materially enlarged. In 1899 there were completed in Maine vessels aggregating almost 75,000 tons burden, but the industry gradually declined until in 1897 the total output was but 5,000 tons. In 1898, however, the revival set in and the year closed with a showing of almost 30,000 tons. This total passed the 50,000 ton mark for the calendar year 1899, and during that year the port of Bath alone turned out almost 40,000 tons.

Indeed, the port of Bath has since the renewal of activity, regained the first rank among the shipbuilding cen-

ter of this century, and since the launching of the brig "Diana" in 1823 more than a hundred vessels have been turned out. About six years ago the Sewall yard was transformed to a plant for building steel ships, and the "Dirigo," the first vessel of this class which they completed, bore the distinction of being the first steel sailing vessel ever built in America. The steel for this initial vessel was imported from Glasgow, but the material for the later vessels has been secured in America. The "Dirigo" has already made some remarkably speedy voyages.

The steel sailing ships "Erskine M. Phelps," "Arthur Sewall," and "Edward Sewall," which followed the "Dirigo" from the yard of Sewall & Company are each upward of 3,000 net tons burden. In general design all three are practical duplicates. The "Arthur Sewall" may be taken as a fair example. She is 354 feet in length over all, 45 feet beam and 25 feet depth of hold. When loaded she draws about 22½ feet of water. The whole construction of the vessel is strong and rigid, and she will fully meet the requirements of any of the classification societies. She is a two-decked vessel, and both the lower and main decks are continuous, extending throughout the entire length of the vessel. The main deck is plating throughout, and the lower deck for about 200 feet amidships.

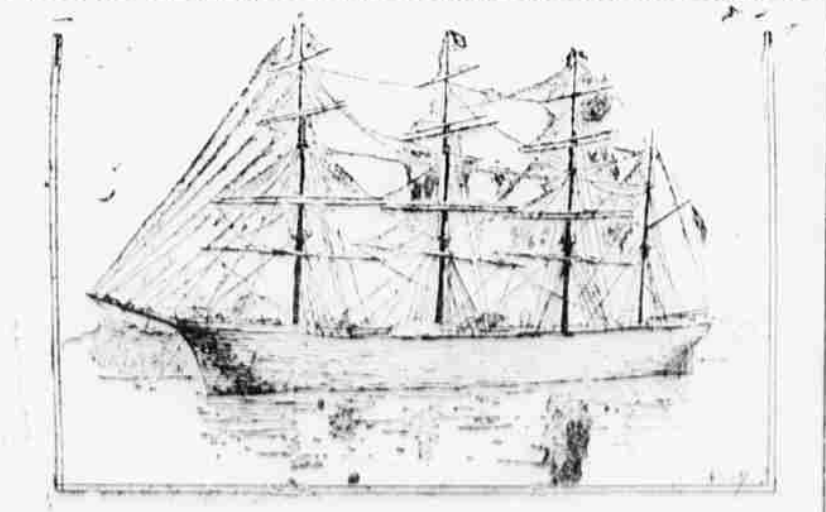
Two commodious steel deck houses are provided. One is 46 feet in length

### FIVE-MASTED SCHOONERS.

The wooden sailing craft have in their recent increases in size kept pace with the development which has characterized their steel prototypes. When it was proposed to build a five-masted schooner as a successor to the three and four-masted craft which had been in service for many years previous to 1898, the suggestion was laughed at in many quarters. Nevertheless five-masted vessels were constructed and proved a success. The same prophecies of failure greeted the plan, later, to construct a six-masted schooner, but the fall of 1899 will see the entrance into commission of the first latter class of carrier.

The pioneer five-masted schooner was the Nathaniel T. Palmer. She is 283 feet in length, 44 feet beam and 22 feet deep, and spreads 10,000 yards of canvas. A vessel which, when she went into commission early in 1899, was the largest fore and aft schooner ever constructed for ocean service, was the five-masted craft constructed by H. M. Bean, of Camden, Me., for Capt. J. G. Crowley, of Taunton, Mass. A number of capitalists are interested with Captain Crowley in this large vessel, which cost \$90,000, and the vessel men who have been talking of the speedy decline, if not the total disappearance of wooden sailing vessels have had some difficulty in reconciling with their theories the fact that such men as Henry W. Crampton, of the large Philadelphia shipbuilding firm, are among those who have put money in this and similar ventures.

The five-masted schooner constructed



EDWARD SEWALL—LARGEST STEEL SAILING SHIP BUILT IN AMERICA.

and the other 26 feet, whereas each has a width of 15 feet. In the former which is located forward, are the crew's quarters, consisting of twenty berths, the galley, engine and boiler room and coal bunker. The other deck house, located amidships, contains six rooms for the petty officers and a carpenter's shop. In the poop, aft, is a large, handsomely furnished cabin for the captain. Here also is the dining room and saloon, the main saloon. Opening off the main saloon are the officers' staterooms and lavatories and bathroom. On the poop deck above is still another house, with accommodations for several passengers. The Arthur Sewall will carry 5,000 tons dead weight on the draught above

ed at Camden, Me., is 315 feet in length, 44 feet beam, and 21½ feet depth. The spread of canvas aggregates 10,000 yards, and the vessel will carry 4,000 tons of coal on a draught of 22 feet. The frame of the vessel is Virginia oak, and the planking inside and out of Georgia pine. There are five Oregon pine masts, each 112 feet long. The diameter of the foremast is 29 inches, while each of the other four masts is 18 inches in diameter. The vessel is lighted throughout with electricity and heated by steam, and has all the latest improved equipments, including steam steering gear and two sets of screw anchors. Like a number of other large schooners of this class, she is engaged in the coal trade between Philadelphia and New England ports.

The five-masted had recently been completed and Captain Crowley opened negotiations with Mr. Bean for the construction of a six-masted schooner, and work on this monster craft was commenced in the autumn of 1899. The vessel, which will cost when completed \$100,000 and will have a capacity for carrying 5,000 tons of cargo, will be ready to enter service late in the summer of 1900. The huge schooner is 330 feet in length, 45 feet beam, 23 feet depth of hold, and will draw 22 feet of water when loaded. Her lower masts of Oregon pine are each 116 feet long, and her topmasts are each 25 feet in length. Wire rigging will be used exclusively, and four commodious houses are provided on deck. The pumps of the vessel are capable of discharging 1,000 gallons of water per minute, and the chains and anchors are exactly the same size as those placed on the new battleship Kearsarge.

### THE CHESAPEAKE.

Perhaps the subject of the new era dawning for American sailing craft should not be dismissed without a word regarding the increased attention which the Navy Department is devoting to training ships. The remodeling of the Hartford has lately attracted considerable attention, but of far greater moment is the new training ship Chesapeake, lately completed at the yard of the Bath Iron Works, at Bath, Me. The Chesapeake is the first steel sailing vessel built in this country, and the only sailing vessel which has been built for the United States Navy since the sixties. The ship, which is full-rigged, is 225 feet in length, 37 feet beam, has three decks and 16½ feet draught, and 1,200 tons displacement. She will spread 20,000 square feet of canvas.

### FIXING PUNCHBOWL.

Streets on the Slopes Being Repaired By Territory.

Superintendent of Public Works McCandless states that the Street Department is repairing the streets along the Punchbowl slopes in a systematic manner and that the streets which have been complained of the most—Kinai, Punchbowl and Miller—will receive attention.

The men are now working up School street and will come into Kinai street shortly, thence down Miller street, and make them passable for stormy days.

### VILLAGE BLACKSMITH SAVED HIS LITTLE SON'S LIFE.

Mr. H. H. Black, the well known village blacksmith at Grahamsville, Sullivan county, N. Y., says: "Our little son, five years old, has always been subject to croup, and so had have the attacks been that we have feared many times that he would die. We have had the doctor, and used many medicines, but Chamberlain's Cough Remedy is now our sole reliance. It seems to dissolve the tough mucus and by giving frequent doses when the croupy symptoms appear we have found that the dreaded croup is cured before it gets settled. There is no danger in giving this remedy, for it contains no opium or other injurious drug, and may be given as confidently to a babe as to an adult. For sale by all dealers and druggists, Benson, Smith & Co., Ltd., agents, H. T.

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